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GEOGRAPHICAL RECORD.

EUROPE.

A RAILROAD UP MONT BLANC.—The cost of the railroad to be built from the Arve valley to within 1,150 feet of the summit of Mont Blanc will be over \$4,000,000. The projectors say it will be in operation at least four-fifths of the way to the top by July, 1902. A tunnel will be excavated, the lower entrance to which will be in the valley west of Chamounix. The tunnel will follow the upleading ridge on the left side of the Tacconnaz glacier. Thus tourists will be carried up the north-west side of the mountain instead of the north-east side, the route followed by climbers from Chamounix. The tunnel will be a little over six miles long with two or three openings to the surface, on the route, where platforms will be built at points most favorable for viewing the scenery. At a height of 12,600 feet, where the tunnel will pass under the summit of the Aiguille du Gouter, a small hotel will be built. Thence the tunnel will be dug under the Rochers des Bosses to the height of 14,300 feet, where the terminal station will be erected. Sledges drawn by a cable will carry the passengers over the hard snow to the hotel at the summit.

GLACIERS RETREATING.—The *Deutsche Rundschau für Geographie und Statistik* gives a summary of the latest reports of the committee appointed by the International Geological Congress at Zürich in 1894, to collect data with regard to variations in the size of glaciers. In the Swiss Alps, thirty-nine glaciers are receding, five are stationary and twelve are advancing. The glaciers in the corner of Bavaria that pushes into the Alps are all receding, and also those of the Höllenthal, in Baden, and the Sonnblick group, in the east part of the Austrian Alps. None of the Italian glaciers is advancing, while many are receding. The Cassandra group has retreated about eighty feet, and one glacier in the Bernina group has receded 3,508 feet in seven years. One of the Swedish glaciers has receded 393 feet, and the glaciers in Norway are also receding. Recent studies of Spitzbergen glaciers show that some of them have retreated more than a mile and a half, but it is not known, of course, how long this recession has been in progress. In America many glaciers have receded to the snow-line. It is reported from Turkistan

not only that the glaciers are receding, but also that some of them have entirely disappeared. A similar report comes from the Altai Mountains, on the southern edge of Siberia. Probably few data have been added to information on the prevailing retreat of American glaciers since Prof. Russell published his "Glaciers of North America," two years ago. There seems abundant evidence that the glaciers of the northern hemisphere are generally retreating, on account mainly of the climatic conditions now prevailing.

AUSTRALIA.

THE LOST LEICHHARDT EXPEDITION.—An expedition is organizing in the Australian colonies to seek for the remains of Dr. Leichhardt's party, which was lost in the interior of Australia fifty-two years ago. This explorer was already known for his explorations and geological studies in New South Wales, and his journey, over 3,000 miles long, in which he traversed inner Queensland, followed the Mitchell River from its source to the sea and charted the north coast west to Port Essington. Then he started from Moreton Bay to cross the continent from east to west. Four months later he was at Fitzroy Downs, in Queensland, and was about to strike west into the desert. He was never heard from again, though many rumors as to his fate came from the interior for years.

ASIA.

A RAILROAD TO BAGDAD AND THE PERSIAN GULF.—The Sultan of Turkey, in November, authorized the Anatolian Railroad Company (German) to construct, under State guarantee, a line from Konia to Basra, passing through Bagdad. The company has pledged itself to complete the railroad within eight years. The route will traverse a part of the valleys of the Tigris and Euphrates, one of the most fertile portions of the Turkish empire. Konia is in the heart of Anatolia, on the mainland route between Constantinople and Syria. It has a population of 45,000. Bagdad, though preserving but the shadow of its former greatness, still has a population of 145,000. Basra, the seaport, on a canal near the Persian Gulf, has docks and warehouses built by the English, and millions of date palms flourish in the moist district around the town. Dates are a very large article of export, and cereals are grown in such quantities that wheat has often been used for fodder and even for fuel. The road will be of large importance in commercial development between the centre of Asia Minor and the Persian Gulf.

DALNY AND ITS PORT.—Russia has begun to construct the harbor in Talien-wan bay, which is to be her commercial centre in Chinese waters. The land on which the town of Dalny will stand is now being drained. It will take two years to make the harbor improvements and lay out the streets, and until this work is completed no land will be sold nor buildings erected. The branch railroad from the site of Dalny to the main line (The East China Railroad), now building, which will connect the Trans-Siberian railroad with Port Arthur and Dalny, has been completed. Victoria Bay, the most western of the indentations in Talien-wan, will be the port of Dalny. It is about six miles long, one to two wide, and is surrounded by land on three sides, being open only towards the east. The new city and port will be built on the south side of the bay. In front of the town site two jetties will be built, two and a half miles apart, and between them will be the port. A depth of thirty feet will be maintained, which will require considerable dredging. The harbor works will include wharves, warehouses and dry docks, to which the branch railroad will directly run. Steamships of any draft will be able to tie up at the wharves. By the terms of China's concession the port will be open free to the shipping of all nations, and Russia will endeavor to make it the main shipping point for all of northeast China. The expenditure of \$8,750,000 has thus far been authorized. The town lots will be sold at public auction, and considerable areas will be reserved for parks and gardens.

AFRICA.

MR. MACKINDER'S ASCENT OF MOUNT KENIA.—Mr. H. J. Mackinder, Reader in Geography at the University of Oxford, reached the summit of Mount Kenia, under the Equator in British East Africa, on September 12. He left England on June 8 with two Alpine guides, Mr. Saunders, a natural history collector, Mr. Camburn, a taxidermist, and Mr. Hausburg, a relative, and arrived at Mombasa early in July. He travelled to within eighty miles of Mount Kenia by the new Uganda railroad. A considerable number of porters were added to the party, and when the mountain was reached the ascent through the forest zone was made in a day by cutting a road and following elephant paths wherever possible. A camp was established at an elevation of 10,000 feet, and another at 13,000 feet, a short distance below the glaciers. The first attempt to reach the summit was unsuccessful, as a perpendicular wall about sixty feet high intervened. On September 11 Mr. Mackinder and the two guides reached a height of about 15,000 feet, where they

spent the night, and, getting an early start the next morning, they attained the summit about noon. Three hours of the morning had been spent in crossing a very steep glacier on the way. The height of the mountain is less than had been supposed, and is under 18,000 feet. Two days later, the leader and guides started on a journey around the shoulders of the mountain just below the level of the glaciers. The journey occupied three days, and many observations were taken, from which an accurate map of the Kenia and its surroundings may be constructed. Fifteen glaciers were found. (Condensed from the London *Times*, Nov. 2, 1899.)

THE FRENCH SUDAN.—By a decree issued on October 17, 1899, the French Sudan, which included the upper Senegal and all the countries on the Upper and Middle Niger and the states extending inland from Senegal and the Rivières du Sud, ceases to be administered as a colony with the central authority at Kayes, on the Senegal. The territory is divided among the colonies and protectorates of Senegal, French Guinea, the Ivory Coast and Dahomey. Some districts in the neighborhood of Timbuctoo and the Volta River are exempted from this partition, by which Kayes, Bafulabe, Kita, Sataduzu, Bammako, Segu, Jenne, Nioro, and Gombu are attached to Senegal; Dinguiray, Siguiri, Kurussa, Kankan, Kissandugu and Beila to French Guinea; and Oujenné, Kong and Buna to the Ivory Coast. Kuala and the territory of Saï are formed into military territories under the authority of the Governor General at St. Louis, the capital of Senegal. Though Senegal, French Guinea, the Ivory Coast and Dahomey, thus enlarged, will retain their geographical distinction, they will no longer be administered as separate colonies, but will be placed under the direction of the central authority at St. Louis. Their autonomy will be sacrificed to secure the unity of the whole of French West Africa north of the Niger. Merchants asked for this consolidation in the interests of commerce, as they found that trade was embarrassed by inharmonious regulations in the several colonies.—(*Revue de Géographie*, Nov. 1899.)

THE OMO RIVER.—*Petermanns Mitteilungen* (Oct., 1899,) prints a map showing the course of the Omo River from its sources to Lake Rudolf, into which it empties. The map is the result of the work of the Russian Bulatowitz between February and May, 1898, who traced the river and its northern affluents, and also explored the Emperor Nicholas II Mountains, a range that limits the Omo basin on the north-west. This work, together with that of the second Böttge expedition, may be said to clear up the

mystery of the Omo, which has a course of about six hundred miles in the south and south-western parts of Abyssinia, and whose extent and destination were not satisfactorily established, though the river has appeared on the maps for twelve years.

A SOURCE OF MALARIA.—Dr. R. Ross, lecturer to the Liverpool School of Tropical Diseases, who headed the recent malaria mission to Sierra Leone, delivered an address at Liverpool on Nov. 27, in which he said the mission selected Freetown as the place of study, and began work on the lines of the recent investigations in Italy and India. In a few days they found the germs of malaria in *anopheles* (mosquitoes), and were then absolutely certain that these insects were responsible for at least a large part of the fever in Sierra Leone. It was found that the insects breed in small pools or puddles of a certain kind. A map was made of some of these pools and the habits of the insects' larvæ were carefully studied. The conclusion was reached that it would probably be easy and inexpensive to rid the town almost entirely of the *anopheles* either by destroying the larvæ in the pools or, better still, by draining the pools away altogether.

RAILROADS IN AFRICA.—At the end of 1890 the railroad mileage of Africa was only 5,813 miles. Just before the present war in South Africa began there were 11,785 miles of railroad in operation, the mileage having more than doubled in eight years. Extensions now building and new lines, for which financial arrangements have been made, will add about 2,500 miles to the total. The German Government on Oct. 16, 1899, informed the Colonial Council at Berlin that it had decided to build the East African railroad to hasten the development of German East Africa. The estimated cost of this railroad (narrow gauge), with termini on the Indian Ocean at Bagamoyo and Dar es Salaam to Ujiji on Lake Tanganyika, with a branch from Tabora to the south end of Victoria Nyanza, is \$60,000,000. The railroad up the Nile will be completed about the end of the year as far as Khartum. The French are now pushing forward the extension of their railroad from Oran, Algeria, to Aïn Sefra, in the Sahara, and the intention is ultimately to carry it forward to Tuat and the Niger River. It is probably a conservative estimate to say that the end of the next decade will see 25,000 miles in operation in Africa.

COMMERCIAL GEOGRAPHY.

WHITE PINE DISAPPEARING.—Maine ceased long ago to be a source of supply for white pine lumber. The Michigan pineries

were practically exhausted in 1895. The last white pine in Wisconsin, on the Chippewa River, will probably be cut in the winter of 1899-1900. The supply in Minnesota, at the present rate of cutting, will not last more than five years longer. Some of the lumbermen in that State are acquiring timber interests in California, Oregon and Washington, and many of their employees expect to follow them to the Pacific coast when the lumber industry in Minnesota ceases. Thus far Pacific Coast lumbermen have sent their surplus to South Africa, China and other foreign consumers, as it has not paid to ship their product east.

CANNING SALMON IN ALASKA.—In twenty years nearly 700,000,000 pounds of fresh salmon have been taken in Alaska, and the value of the canned and salted product has been nearly \$33,000,000. The industry is spread along the coast from the neighborhood of Sitka to Kadiak Island, near the Alaskan peninsula, and further north in the waters of Bering Sea, which now contributes about a fifth of the entire catch. Kadiak and Chignik supply about three-sevenths of the catch, South-eastern Alaska a quarter, and Cook Inlet, Prince William Sound and the Copper River make up the remainder.

TUTUILA ISLAND.—In the partition of Samoa the island of Tutuila has fallen to the United States. Its area is about fifty-two square miles, and its population, numbering 3,700, live mostly on the narrow forelands that extend between the mountainous interior and the sea. Pago Pago, the fine harbor in this island, is about four miles long and a half a mile to a mile wide. The water, in a large part of it, is from 100 to 200 feet deep, but it shallows towards the upper end, and vessels of largest draft cannot approach nearer the head of the harbor than a fourth of a mile. Between the barrier reef that partly encircles the island and the shore are comparatively quiet waters, serving as a highway of trade. The inter-island traffic is carried on by small cutters and schooners. Apia, on the island of Upolu, has been the only port of entry for the group, and practically all the foreign trade of the islands has centred there.

GERMAN COMMERCE IN THE PACIFIC.—Despatches from Berlin say that direct steamship service will be established between Germany and Samoa. This group is one of the two largest centres of the copra industry, which will probably be stimulated now by increased German planting. Many of the German islands in the Pacific are in frequent communication with Germany by means of

schooners that incessantly ply among them and connect with German steamships at Australian ports. The *Mittheilungen aus der Deutschen Schutzgebieten* says the natives of Bismarck Archipelago are becoming more eager to obtain European goods. They sell copra, bêche de mer, pearl and tortoise shells and ivory nuts. The Germans are opening some plantations of cocoa palms and cotton.

THE SUEZ CANAL.—Sir Charles Hartley, one of the consulting engineers of the Suez Canal, read a paper before the British Association at Dover, in which he said that in the interests of commerce a sufficient depth should be provided in the canal, as soon as practicable, for vessels of a draft of 27 feet 10 inches, instead of limiting it to 25 feet 7 inches as at present. Eventually the canal and its sea approaches should be deepened to 32 feet 9 inches. An authority on naval construction has recently said that increase in draft is now regarded as most desirable, because it favors increase of carrying power and economy of propulsion. This fact has been strongly represented by ship designers, and not without result. The authorities of many of the principal ports and of the Suez Canal have taken action towards giving greater depth. At Liverpool and Antwerp the depth is now over 30 feet at low water, and the Amsterdam and the Baltic canal have both been deepened to 30 feet.

JAPAN'S NEW TREATY PORTS.—Of the twenty-two new ports Japan has opened to commerce, ten are on Hondo, the main island, namely: Hamada, Miyadsu, Tsuruga, Sakai, Nanao, and Fushiki, on the north-west coast, and Shimidsu, Taketoyo, Yoka-ichi and Simonoseki, on the south-east coast. There are five in Kiushiu: Moji, Misumi, Kuchinotsu, Karatsu, and Hakata. Three ports are opened in Hokkaido: Simnororau, Otaru and Kushiro. In Tsushima Island, between Japan and Corea, are Itsuhara, Shikami (?) and Sasuna (?). Naha or Nafa, in Okinawa, the largest of the Liukiu Islands, completes the number.

LAGER BEER IN ENGLAND.—The Allsopps brewing establishment at Burton-on-Trent has erected a new building and installed a plant of American machinery for the manufacture of lager beer, with a capacity for producing 60,000 barrels a year. This is the first lager beer brewery in England, and is the result of the increased demand for American brewery products. The *Lancet*, having analyzed lager beer, declares that it contains little more than half as much alcohol as the heavy British beers, and that its extensive introduction in Great Britain would be a step in temperance reform.